

APPENDIX B

EXTRACT OF STANAG 2154 (EDITION 7), REGULATIONS FOR MILITARY MOTOR VEHICLE MOVEMENT BY ROAD

- Annexes:
- A. Terms and definitions
 - B. National marking of columns and legal Rights.
 - C. Table listing the minimum period of time for a movement bid to be submitted.
 - D. Table listing the minimum number of vehicles for which a movement credit is required.
 - E. Special movement - Vehicle dimensions and weight limits.

Related Documents:

- | | | |
|------------------|---|--|
| STANAG 1059 OP | - | National Distinguishing Letters for use by NATO Forces. |
| STANAG 2010 ENGR | - | Military Load Classification Markings. |
| STANAG 2025 M&T | - | Basic Military Road Traffic Regulations. |
| STANAG 2041 M&T | - | Operation Orders, Tables and Graphs for Road Movement. |
| STANAG 2155 M&T | - | Road Movement Bid and Credit. |
| STANAG 2159 M&T | - | Identification of Movement Control and Traffic Control Personnel and Agencies. |
| STANAG 2174 M&T | - | Military Routes and Route/Road Networks. |
| STANAG 2176 M&T | - | Procedures for Military Road Movement across National Frontiers. |
| AAP-6 | - | NATO Glossary of Terms and Definitions (English and French). |

AIM

1. The aim of this agreement is to set out the basic regulations applying to military road movement by wheeled and tracked vehicles of the NATO forces.

AGREEMENT

2. Participating nations agree to use the regulations applying to military road movement, defined in the following paragraphs.

DEFINITIONS

3. For terms and definitions related to this STANAG, see Annex A.

GENERAL

4. Movement and transport staffs who are responsible for road movement and transport are required to act in accordance with this STANAG, in order to optimise the use of available road network.

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COMPOSITIONS OF COLUMNS

5. A column may be composed of a number of organized elements.
6. Each organized element includes:
 - a. A commander whose location may vary;
 - b. In the first vehicle: a subordinate commander known as the pacesetter;
 - c. At the end: a subordinate commander known as the trail officer.
7. A reporting officer (*) is to precede each column when approaching a traffic control post or border crossing point and is to contact the post commander in order to:
 - a. report the movement credit number and deviations from the movement credit in case of road movements with movement credit,
 - b. report in case of road movement without movement credit the required data on formation/unit, route and destination.

The reporting officer will also receive notifications and instructions, if required.

8. An officer (*) (who may be the trail officer) is to be appointed to report to each traffic control post once the column has passed, giving details of any occurrences including vehicle casualties.
9. Each vehicle must have a vehicle commander, who may be the driver. He is responsible for both crew discipline and execution of the mission.

(*) May be of any rank as considered appropriate by the column commander.

IDENTIFICATION OF COLUMNS

10. Movement credit number (example at Annex A)
 - a. Each column which has been allocated a movement credit must be identified by a number known as the “movement credit number”. This number identifies the column during the whole of the movement, including the crossing of national boundaries.
 - b. The movement credit number must be a contrasting colour to that on which it is marked and must be placed on both sides of each vehicle. It must be legible from ground level at a minimum distance of 6 meters in normal daylight and remain legible in all weather during the whole movement. It must be removed as soon as the movement is completed.

30.04.96
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-2-

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11. **Minimum lighting and flagging.**

- a. In peacetime headlights of all vehicles moving in column must be on at all times (low beam).
- b. The first vehicle of each element must display a blue flag mounted on the left-hand front side of the vehicle.
- c. The last vehicle of each element must display a green flag mounted on the left-hand front side of the vehicle.
- d. The driver of a broken down vehicle must remove the flag and filter (light) if any, and, if technical assistance is required, a yellow flag is to be attached to the vehicle so that it is visible to approaching traffic.
- e. The column commander must display a black and white flag at the left-hand front side as indicated in figure 1.

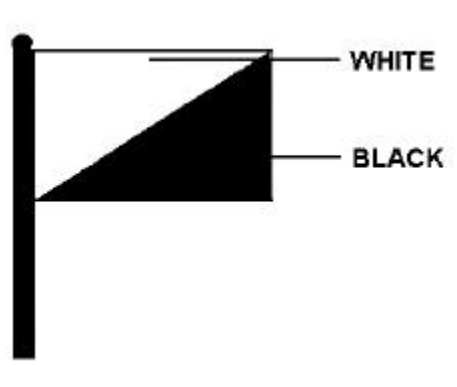


FIGURE 1

- f. Flags must be approximately 30 cm (12 inch) (height) x 45 cm (18 inch) (length) in size.
 - g. Special regulations concerning lighting and flagging in different countries: see Annex B.
12. **Legal rights.** To obtain legal rights for column movements for different countries: see Annex B.

MOVEMENT BID

13. A movement bid (see STANAG 2155) is a request for a movement credit. It is submitted by a unit or a staff to the National Movement Staff or appointed authority on whose territory the movement starts (for

the minimum period of time for a movement bid to be submitted: see Annex C). A movement bid is to be submitted for:

- a. Any column of vehicles whose quantity meets or exceeds the nationally specified number at Annex D.
- b. Any vehicle which exceeds the nationally specified dimension and weight limits at Annex E.
- c. In case of a border crossing movement (see STANAG 2176).
- d. Dangerous cargo (in accordance with national/military regulations).

MOVEMENT CREDIT

14. A movement credit (see STANAG 2155) is the permission to execute the movement on an assigned route during a limited period of time. It is issued by the National Movement Staff or appointed authority, on whose territory the movement starts. The credit is co-ordinated by that staff or authority with the movement staff or authority of another nation where the crossing of international boundaries is concerned. A movement credit is required for movements as mentioned in 13.a, b, c and d.

SPECIAL REGULATIONS FOR THE EXECUTION OF MOVEMENTS

15. Halts.

- a. Short halts made by columns normally are to last at least 10 minutes and should be taken when possible after every 2 hours of operation.
- b. Long halts made by columns for at least 30 minutes must always be specifically plotted on road movement graphs.
- c. The movement control staff can give additional instructions concerning time, duration and/or place of halts.
- d. Particular attention is to be paid to the following aspects of traffic discipline during halts:
 - (1) When making a halt, single vehicles or vehicles forming part of a column should move off the road as much as possible.
 - (2) If this practice cannot be observed, the commander of a column which is halted must take all necessary measures to facilitate movement of other road users and avoid accidents or traffic jams. The measures to be taken will vary according to the conditions and width of the road and should include:

30.04.96
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-4-

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- (a) Warning at a sufficient distance from the front and rear of the column (guards, warning flags, lights, or flares).
 - (b) Organizing and directing a system of one-way traffic along the column.

- 16. Overtaking of columns.
 - a. Single vehicles are authorized to overtake columns during their halts or if there is a large speed differential. Vehicles may only overtake if it is safe to do so.
 - b. Columns may only be authorized to overtake other columns by the movements control authorities and if so, the overtaking maneuver has to be supported by traffic regulation personnel.
 - c. A column without movement credit may overtake another column in the following circumstances:
 - (1) When the other column is halted and it is safe to do so.
 - (2) When the column commander of the leading column gives clear indication that the following column may overtake and it is safe to do so.

- 17. Road movement of outsize/heavy vehicles, dangerous goods/cargo material and/or ammunition carrying vehicles (except tactical movements in the combat zone).
 - a. This kind of road movements will be known as special movements (see Annex A, 2.c.).
 - b. Special application for the movement of above mentioned vehicles and/or cargo must be made before movement credits are granted. National restrictions, above which special application to move must be made, are contained at Annex E.

- 18. Tactical situation.
 - a. On principle, the directions from the local police and from the military police must be obeyed. In times of crisis or in wartime, the tactical situation may require a deviation from one or more regulations laid down in this agreement. Such situations may occur for the units in case of immediate danger of enemy threat.
 - b. In times of crisis or in wartime, night movements will also have to be accomplished without or with restricted lighting (blackout lighting) depending on the situation, with due regard to regulations in force in the host nation. It is desirable that a device be incorporated in the vehicle lighting switch, in order to prevent the driver inadvertently switching on the driving lights, passing lights, or direction indicators when the vehicle is operating under blackout conditions.

30.04.96
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-5-

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IMPLEMENTATION OF THE AGREEMENT

This STANAG is implemented when the necessary orders/instructions to use the regulations and definitions contained in this agreement have been issued to the forces concerned.

30.04.96
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-6-

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ANNEX A
TO STANAG 2154
(Edition 7)

TERMS AND DEFINITIONS

1. Terms and definitions included in AAP-6.
 - a. Column formation (see Figure 2)
 - b. Column gap (see Figure 2)
 - c. Column length (see Figure 2)
 - d. Movement credit
 - e. Movement control
 - f. Pace setter (see Figure 2)

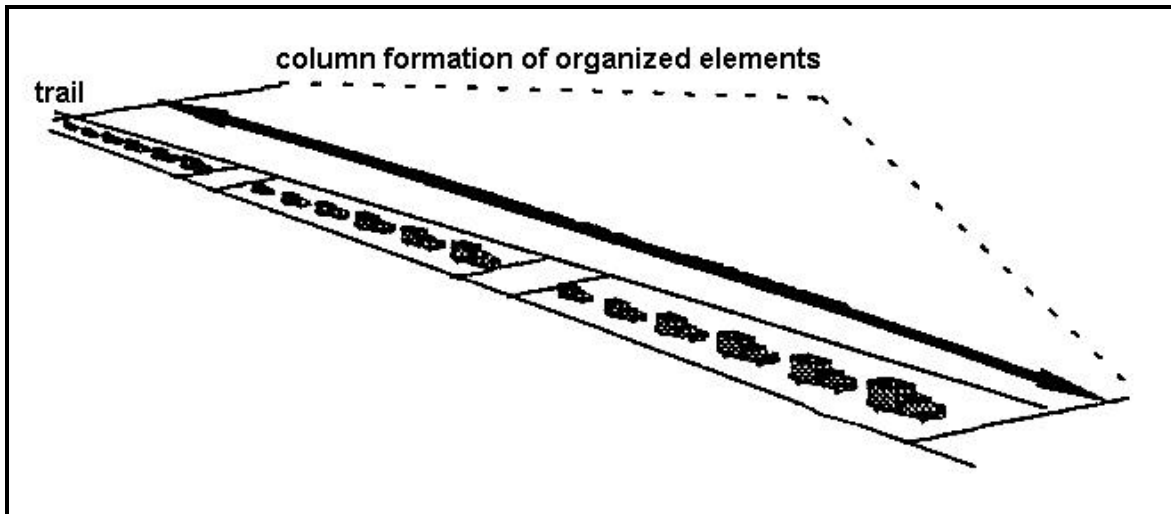


Figure 2

2. Terms and definitions used for the purpose of this agreement.
 - a. Column (see Figure 2). A group of vehicles moving under a single column commander over the same route at the same time in the same direction. A column may be composed of a number of organized elements which could be named 'Marching Groups, Convoys or Packets' (See STANAG 2155).

- b. Movement credit number. A number, allocated to a movement by the movement control staff responsible for the issue of a movement credit. The movement number should comprise (see Figure 3):

(1) Two figures indicating the day of the month on which the movement is due to commence.

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A-1

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- (2) Three or more letters indicating the movement agency issuing the movement credit, the first two letters being the national symbols of the movement agency (see STANAG 1059).
- (3) Two or three figures indicating the serial number of the movement.
- (4) One letter to identify the packets of the column (this is optional).



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FIGURE 3

- c. Special movement. Road movement of vehicles/equipment with or without load which requires movement credit because of MLC, dimension or movement restrictions based on national requirements.
- d. Trail officer. A subordinate commander in each column who travels at the rear of the column. His duties are to be determined by the column commander. His duties may include:
- (1) Reporting type and location of dropped-out vehicles;
- (2) Organising the safety measures at the rear of the column required at halts;
- (3) Observing and reporting column discipline.

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A-2
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ANNEX B
TO STANAG 2154
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DIFFERENCES IN NATIONAL MARKING OF
COLUMNS AND LEGAL RIGHTS

Country: BE and DA

1. Legal rights. None.

Country: GE

2. Flagging.
- a. Columns consisting of three or more vehicles are to be marked by flags. All vehicles, except for the last vehicle, display a blue flag. The last vehicle displays a green flag.
 - b. If a column is separated in several independent elements and if the distance between the last vehicle of the previous element of the column and the first vehicle of the following element exceeds the distance ordered between the individual vehicles, each element of the column is to be marked by flags according to the provisions for a column.
3. Lighting. During the day the headlights of all vehicles moving in column must be on.
4. Other provisions. In order to warn the following rapid traffic on highways and freeways, the last vehicle may display an omnidirectional amber light, or if this light is not available the last vehicle may display operating hazard warning lights instead.
5. Legal rights. Closed formations moving in column must leave gaps for the remaining traffic at appropriate intervals. Such traffic must not interrupt the column at any other point. Hence follows that a closed formation or an element thereof is to be considered one road user. That also applies at crossings and junctions. If a part of the formation has already moved into a crossing, the next

vehicle must not wait when a vehicle approaches on the road with right-of-way or from the right. It is, however, not justifiable that that right-of-way is called upon without warning the remaining road users.

The warning tasks (no traffic regulation) may be accomplished by military police forces or other military personnel unless police forces regulate the traffic. Military police forces or military personnel detailed for warning must be clearly recognisable as military traffic posts (warning posts), e.g. by brassards or respective clothing.

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B-1

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When accomplishing their tasks, military traffic posts are to use the same signals as prescribed for traffic regulation by police forces (STANAG 2025). Other signals to warn road users - where necessary and appropriate must, however, not be excluded. Warning of the other road users must not be accomplished as a traffic regulation function. Only the German Police has traffic regulation authority over civilian road users.

The priority rights of closed formations must not be called upon if:

- the traffic is regulated in another way by police forces;
 - other road users call upon priority by displaying a blue flashing light together with a signal horn. Such vehicles must always be given free way;
 - a threat to other road users cannot effectively be prevented by traffic regulation by police forces, warning by military police forces, or other military personnel detailed for that task.
-
- ~~That applies especially if the traffic is regulated by alternating lights, permanent lights (traffic signals) or by the traffic signs "Stop! Give way" or "Give way!".~~

Country: GR

6. Lighting.
 - a. The first vehicle of each element must display a blue filter on the front left-hand side headlight or a blue light;
 - b. The last vehicle of each element must display a green filter on the front left-hand side headlight or a green light.
7. Legal rights. If a part of the column/element, complying to the above stated national requirements, has already moved into a crossing, the next vehicles have right-of-way. This right should be exercised with necessary caution. Civilian drivers are not to disturb or obstruct a column.

Country: TU

8. Flagging.

A red flag must be displayed on vehicles, within a column, carrying dangerous cargo.

9. Legal rights. There are no special privileges for military columns.

Country: UK

10. Flagging and lighting. In UK the national regulations do not recognise column flagging and lighting of any sort. Only recognised with the services.

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B-2

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11. Legal rights. The UK has no special legal rights when operating with minimum flagging and lighting.

Country: IT

12. Flagging and lighting. See 11. "Minimum lighting and flagging".
13. Other provisions. In each column of more than ten vehicles; the first and the last vehicle must be marked with two white 'plates' each (see Figure 4), to be displayed respectively
- a. for the first vehicle (head):
 - (1) at the front of the vehicle the plate with the inscription: INIZIO COLONNA (column head);
 - (2) at the rear of the vehicle the plate with the inscription: FINE COLONNA (column tail);
 - b. for the last vehicle (tail):
 - ~~(1) at the front of the vehicle the plate with the inscription: FINE COLONNA (column tail);~~
 - (2) at the rear of the vehicle the plate with the inscription: INIZIO COLONNA (column head);

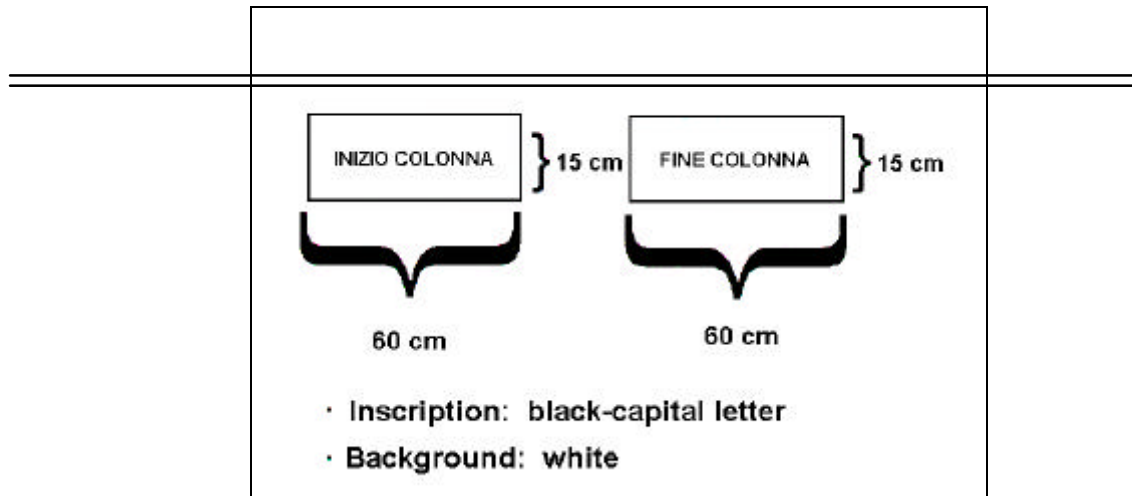


Figure 4

14. Legal rights. Closed formations moving in column must not be interrupted. So, civilian drivers are not to disturb or obstruct a column.

30.04.96
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B-3

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Country: NL

NL requirements for marking of columns in peacetime only:

15. Flagging.
- Two blue flags displayed on the first vehicle of an element mounted on the left- and right-hand front side of the vehicle;
 - One blue flag displayed on each following vehicle of an element, except for the last vehicle, mounted on the right-hand front side of the vehicles;
 - One green flag displayed on the last vehicle of an element mounted on the right-hand front side of the vehicle.
16. Lighting.
- Headlights (low beam) of all vehicles moving in column must be switched on at all times;
 - Each vehicle except the last of each element must display a blue filter on the front right-hand side headlight;
 - The last vehicle of each element must display a green filter on the front right-hand side headlight.
17. Legal rights. If a part of the column/element, complying to the above stated national requirements, has already moved into a crossing, the next vehicles have right of way. This right should be exercised with necessary caution. Civilian drivers are not to disturb or disrupt a

column.

Country: NO

18. Flagging.

- a. Columns or elements of columns consisting of four or more vehicles are to be marked by flags and signs on the first and last vehicle.
- b. One sign displayed at the front of the first vehicle and one sign displayed at the rear of the last vehicle of a column or element of columns stating "MILITÆR KOLONNE" (Black capital characters on a white board, see Figure 5).

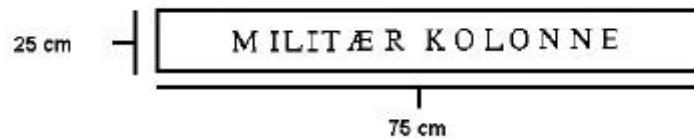


FIGURE 5

- c. The yellow flag, for broken down vehicles, is not used in NO.

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B-4

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19. Legal rights. Columns complying to the above stated national requirements have right of way. This right should be exercised with necessary caution. Civilian drivers are not to disturb or obstruct a column.

Country: SP

20. Flagging.

A red flag must be displayed on vehicles carrying explosives or ammunition, dimensions are not regulated.

21. Lighting. See 11. "Minimum lighting and flagging". In order to warn the following rapid traffic on highways and freeways the last vehicle may display an omnidirectional amber light.
22. Other provisions. A hazard triangle must be displayed at the front of the first vehicle and at the rear of the last vehicle (see Figure 6).

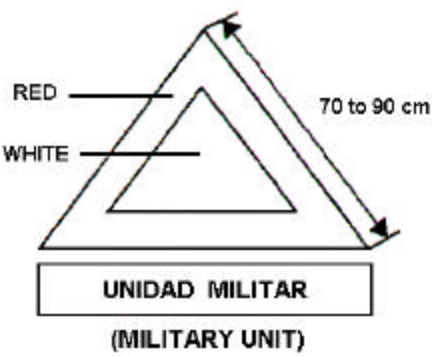


FIGURE 6

23. Legal rights. None.

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B-5
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ANNEX C
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(Edition 7)

<u>TABLE LISTING THE MINIMUM PERIOD OF TIME</u>
<u>FOR A MOVEMENT BID TO BE SUBMITTED</u>
(In working days)

NATION MOVEMENT		BE	CA	DA	FR	GE	GR	IT	LU	NL	NO	PO	SP	TU	UK	US
N A T I O N A L M O V E M E N T	COLUMN	10		15	5	5	5			5	10			14	5	
	EXCEEDING WEIGHT AND DIMENSIONS	15		15	10	10	10			5	10			14	5	
	DANGEROUS CARGO	10		15	5	5	10			5	10			14	5	
B O R D E R C R O S S I N G M O V E M E N T	COLUMN	15		15	10	15	10			10	10			14	10	
	EXCEEDING WEIGHT AND DIMENSIONS	15		20	10	15	10			10	10			14	10	
	DANGEROUS CARGO	15		20	10	15	10			10	10			14	10	

Figure 7

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C-1
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ANNEX D
TO STANAG 2154
(Edition 7)

TABLE LISTING THE MINIMUM NUMBER OF VEHICLES
FOR WHICH A MOVEMENT CREDIT IS REQUIRED

N A T I O N		BE	CA	DA	FR	GE	GR	IT	LU	NL	NO	PO	SP	TU	UK	US
N U M B E R O F	P E A C E T I M E	20	31	31	10	31	1	7	20	10	20	10	*1	10	10	6
	W A R T I M E	20	31	31	20	31	1	*2	20	20	20	10	*1	10	10	6

Figure 8

*1: In SP a study is being conducted about this subject.

*2: In IT in time of crisis or war:

- a. over controlled routes: a movement credit is allocated for convoy/columns of more than 19 vehicles
- b. over supervised routes: the minimum number of vehicles by which a movement credit is determined by the Military Authority supervising the routes
- c. over reserved routes: an authorization/movement credit is required for every movement, even in case of a single vehicle

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D-1
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ANNEX E
TO STANAG 2154
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SPECIAL MOVEMENT
VEHICLE DIMENSIONS AND WEIGHT LIMITS

All vehicles/equipment exceeding dimensions and weights listed below (Figure 9) must be considered as special movement and require a road movement credit.

C O U N T R Y	All measurements in meters							class MLC
	Width (including all projections)	Length of vehicles					total height (including load)	
		Single vehicles (prime mover)	Prime Mover and Trailer	total length		motor coach		
				Tractor and semitrailer	Semi- trailer			
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
BE	2,5	12	15,5	18	11	12	4	=<50
CA	2,6	12,2	20	23	-	12,2	4,15	*1
DA	2,55	12	16,5	18,5	12	12	4	*2
FR	2,5	12	16,5	18,35	12	12	-	=<50,*3
GE	2,55	12	15,5	18	12	12	4	*4
GR	2,5	*5	14	18	-	12	3,8	?
IT	2,5	*5	15,5	*6	12	12	4	*7,*8
LU	2,6	12	15,5	18	12	12	4	=<44
NL	2,6	12	15,5	18	-	12	4	*9
NO	2,5	12,4	17	18,5	-	12,4	3,8	=<50
PO	2,5	*10	18	12	12	12	4	=<50
SP	2,5	12	16,5	18	-	12	4	*11
TU	2,5	10	18	16	-	12	4	42
UK	2,5	12	18,35	18,35	14,04	12	4,2	=<50,*12
US	2,438	10,668	15,24	18,228	10,668	12,192	3,81	=<50

Figure 9

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E-1
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Explanatory notes to Annex E to STANAG 2154

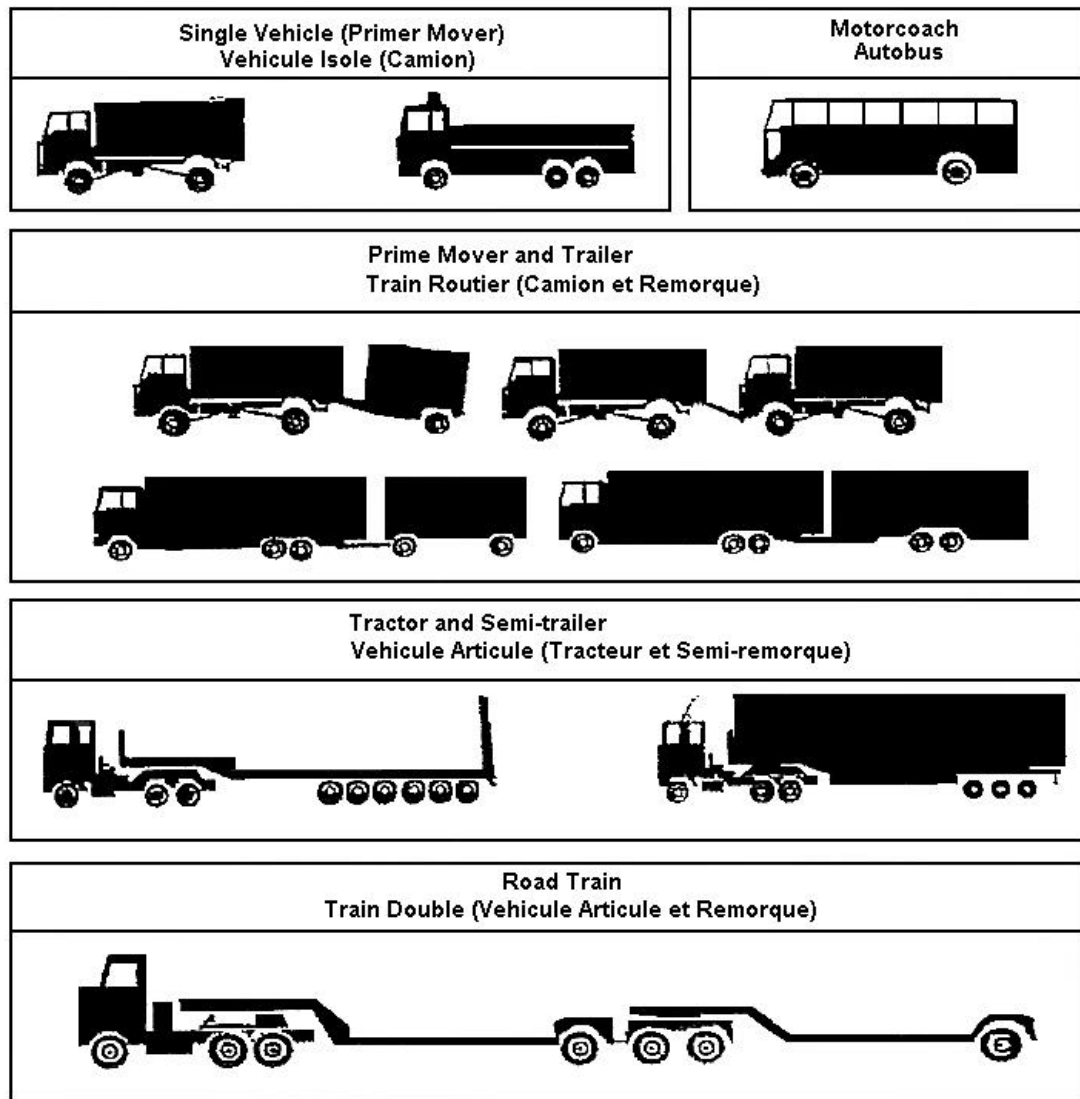


Figure 10: Possible vehicle combinations

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E-2
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Country: CA

- *1 Generally in most provinces and designated highways, size limits exceed the limitations quoted. In some provinces, certain types of articulated trains are not permitted. Weight limitations are based on axle loads, axle spacing, and tire size. They vary by provinces and designated highways. Restrictions on weight may be imposed during spring thaws.

Country: DA

Type of Vehicles	Permissible total weight			Permissible axle load		
	2 axles	3 axles	>=4 axles	per axle	bogie w/2 axles	bogie w/3 axles
Single Vehicle	18.0 t	24.0 t	29.5 t	10.0 t	16.0 t	24.0 t
Trailer	-	24.0 t	24.0 t	10.0 t	18.0 t	24.0 t
Semi-trailer	-	-	-	10.0 t	20.0 t	24.0 t
-tractor and semi trailer	-	-	48.0 t	-	-	-
-other types	-	-	44.0 t	-	-	-

Figure 11: Special Movement Regulations in DA

- If the two front axles are steering, and the axle distance is less than 1.8 m, and, at the same time the distance between the front axle and the rear axle is more than 5.0 m, the permissible total weight can be extended up to 32 tonne.
- This is, if the axle distance is 1.0 m to less than 2.0 m. For each single axle the permissible axle load may not exceed 8.0 tonne, if the axle distance is less than 1.3 m.
- The permissible axle load for each single axle may not exceed 8.0 tonne. The total amount of permissible axle load may not exceed 22.0 tonne, if only one of the axle distances is less than 1.3 tonne.
- If the axle distance is 1.0 m to less than 1.3 m, then 16.0 tonne. Less than 1.0 m max 11.0 tonne. If the total permissible axle load is exceeding 16.0 tonne, the permissible axle load on each single axle may not exceed more than 9.0 tonne. If the total permissible axle load is less than 16.0 tonne, then the permissible axle load may not exceed 8.0 tonne per axle.

- e. If the axle distance is 1.0 m to less than 1.3 m, then max. 22.0 tonne. Less than 1.0 m: max 21.0 tonne. This is, if only one of the axle distances is below the mentioned limits.

The above mentioned regulations regarding permissible axle load and total weight do not apply to block cars or engine driven vehicles which are only used as a drawing power.

Country: FR

Type of Vehicles	Permissible total weight			Permissible axle load	
	2 axles	3 axles	>=4 axles	per axle	bogie w/2 axles
Single Vehicle	19	26.0 t	32.0 t	13.0 t	21.0 t
Prime mover & Trailer	-	40.0 t	1)	13.0 t	21.0 t
Tractor & Semi-trailer	-	38.0 t	1) 2)	13.0 t	21.0 t

- 1) : Combined "Rail-Route" transport; 44,0 t
 2) : 4 axles 33,0 t; 5 axles : 40,0 t

Figure 12: Special Movement Regulations in FR

Country: GE

- *4 For vehicles and trailers with pneumatic tires, the permissible axle load must not exceed the following values:
- Single axle load
 - single axles 10.0 t
 - single axles (live) 11.5 t
 - Double axle load, for motor vehicles taking into consideration the regulations for the single axle load
 - axle distance less than 1.00 m 11.5 t
 - axle distance 1.00 m to less than 1.30 m 16.0 t
 - axle distance 1.30 m to less than 1.80 m 18.0 t
 - axle distance 1.30 m to less than 1.80 m, if live axle has double tires and pneumatic suspension, or if each live axle has double tires and the permissible load of 9.50 t per axle is not exceeded 19.0t

30.04.96
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- c. Double axle load for trailers taking into consideration the regulation for the single axle load
- | | | |
|-----|---|--------|
| (1) | axle distance less than 1.0 m | 11.0 t |
| (2) | axle distance 1.0 m to less than 1.30 m | 16.0 t |
| (3) | axle distance 1.3 m to less than 1.80 m | 18.0 t |
| (4) | axle distance 1.8 m or more | 20.0 t |
- d. Triple axle load, taking into consideration the regulations for the double axle load
- | | | |
|-----|--|--------|
| (1) | axle distance 1.30 m or less | 21.0 t |
| (2) | axle distance more than 1.30 m to 1.40 m | 24.0 t |
- If vehicles are not equipped with pneumatic tires the maximum axle load must not exceed 4.00 t.
- e. Total weight of individual vehicles, except for semi-trailers, taking into consideration regulations for axle loads
- | | | |
|-----|---|--------|
| (1) | Vehicles with not more than 2 axles: | |
| (a) | vehicles or trailers | 18.0 t |
| (2) | Vehicles with more than 2 axles: | |
| (a) | vehicles | 25.0 t |
| (b) | vehicles with a double axle load according to Para b.(4) | 26.0 t |
| (c) | trailers | 24.0 t |
| (d) | buses which are constructed as articulated vehicles | 28.0 t |
| (3) | Vehicles with more than 3 axles | |
| (a) | vehicles with 2 double axles, the centres of which are at least 4.00 m apart | 32.0 t |
| (b) | vehicles with 2 steering axles and a double axle load according to Para b.(4) with the permissible load referring to the distance between the centres of foremost and rearmost axle not exceeding 5.00 t per meter, not more than | 32.0 t |
| (4) | Vehicles with more than 4 axles, taking into consideration the regulation under Para e.(3) | 32.0 t |
- f. Total weight of vehicle combinations (towing vehicles and semi-trailers) taking into consideration the regulations for axle loads and individual vehicles
- | | | |
|-----|--|--------|
| (1) | vehicle combinations with less than 4 axles | 28.0 t |
| (2) | two-axle vehicle with two-axle trailer | 36.0 t |
| (3) | two-axle towing vehicle with two-axle semi-trailer | |
| (a) | with an axle distance of semi-trailer being 1.3 m or more | 36.0 t |
| (b) | with an axle distance of semi-trailer exceeding 1.8 m, if live axle has double tires and pneumatic suspension, or is provided with equivalent suspension | 38.0 t |

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35.0 t	(4)	other vehicle combinations with 4 axles	
	(a)	with towing vehicle according to Para e.2.(a)	
40.0 t	(b)	with towing vehicle according to Para e.2.(b)	36.0 t
	(5)	vehicle combinations with more than 4 axles	
	(6)	three-axle vehicle with two- or three-axle semi-trailer which transports a 40 foot ISO container in combined freight traffic within the meaning of Directive 75/130/EEC, dated 17 February 1975, on the determination of common rules for specific transports in combined freight traffic rail/road between member nations (official EC Bulletin No. L48, p.31) latest amendment by Directive 86/544/EEC, dated 10 November 1986 (Official EC Bulletin No. L 320, p 33)	44.0 t

Country: GR and IT

- *5 Motor vehicles with one rear-axle: 11 m (IT motor coaches excluded). Motor vehicles with two or more axles: 12 m.

Country: IT

- *6 18 m; Less if turning radius (a) exceeds 12 m and/or circular crown of turning way (b) is more than 5.30 m (see Figure 13).

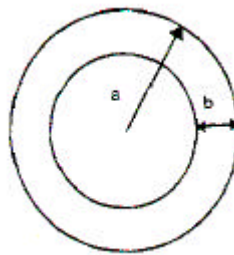


Figure 13

- *7 ≤ 50 ; highways can be considered up to class 120; in peacetime forbidden for tracked vehicles.

- 8 For vehicles and trailers with pneumatic tires the permissible axle load and the permissible total width must not exceed the following values:

- a. Single axle load
 - (1) single axles 10.0 t
 - (2) single axles (live), except for two-axle buses 10.0 t
- b. Double axle load, taking into consideration the regulations for the single axle load
 - (1) axle distance less than 1.00 m 11.0 t

- (2) axle distance 1.00 m to less than 1.30 m 16.0 t

30.04.96
Ed7/5PDA

NATO UNCLASSIFIED

E-6

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- (3) axle distance 1.30 m to less than 1.80 m 18.0 t
(4) axle distance more than 1.90 m 20.0 t

- c. Triple axle load, taking into consideration the regulations for the single axle load and the double axle load

- (1) axle distance 1.30 m or less 21.0 t
(2) axle distance more than 1.30 m to 1.40 m 24.0 t

- d. Total weight of individual vehicles, except for semi-trailers, taking into consideration the regulations for axle loads

- (1) vehicles with not more than 2 axles:
 (a) vehicles 16.0 t
 (b) vehicles with live axle according to point a. (2) 17.0 t
 (c) trailers 18.0 t
 (2) vehicles with more than 2 axles:
 (a) vehicles and trailers 24.0 t
 (b) buses which are constructed as articulated vehicles 28.0 t
 (c) vehicles with 2 double axles, the centres of which are at least 4.00 m apart 32.0 t

- e. Total weight of vehicle combinations (towing vehicles and semi-trailers) taking into consideration the regulations for axle loads and individual vehicles

- (1) vehicle combinations with less than 4 axles 27.0 t
(2) two-axle vehicle with two-axle trailer or semi-trailer 35.0 t
(3) other vehicle combinations with 4 axles 34.0 t
(4) vehicle combinations with more than 4 axles 40.0 t
(5) three-axle vehicle with two- or three-axle semi-trailer which

~~transports a 40 foot ISO container in combined freight traffic~~

within the meaning of Directive 75/130/EEC on the determination of common rules for specific transports in combined freight traffic between member nations in the version dated 28 July 1982 (Official EC Bulletin No. L247, page 6)

44.0 t

Country: NL

*9

Maximum:

total weight:	50,000 kg (50 tonnes);
single axle load:	10,000 kg (10 tonnes);
double axle load:	18,000 kg (18 tonnes);
double axle load:	20,000 kg (20 tonnes), if axle distance >2,00 m;
triple axle load:	24,000 kg (24 tonnes).

30.04.96
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E-7

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Country: PO

- *10 15m; for container transporters a maximum length of 15.50 m is allowed.

Country: SP

- *11
- | | |
|---|--------------------|
| Max. load per single axle | 13 t |
| Max. load per tandem axle | 21 t |
| (Two single axles separated 1.5 m. or less are considered a tandem axle) | |
| From a separation of 1.35 m. down, the maximum limit of 21 t has to be reduced in 700 kg for each decrease of 0.05 m. in the distance between the twin axles. | |
| <u>Vehicles with two axles, max weight</u> | <u>20 t</u> |
| Vehicles with three axles, max weight | 26 t |
| Vehicles with more than three axles, max weight | 38 t |
| Combined or articulated vehicles, max weight | 38 t |
| Max load density between farthest axles: | 5 t per meter |
| Max pression to the road: | 9 kg per square/cm |

Country: UK

- *12 In UK the legal limit is effectively 13.6 m for the semi-trailer and the overall combination limit of prime mover and semi-trailer is limited to 16.5 m.

A trailer with at least 4 wheels (and one which is not a semi-trailer or composite trailer) being drawn by a goods vehicle with a maximum gross weight exceeding 3,500 kg may have a maximum length of 12 m. Any other trailer is limited to a maximum of 7 m.

For a large motor coach fitted with seating for more than 8 passengers and which is able to turn within a circle of 24 m diameter maximum and an inner circle of 10.6 m diameter maximum, the overall length may be no more than 12 m.

For a large motor coach (see Note 12) the maximum height is 4.57 m. For tractor and semi-trailer combinations there is a limit of 4.2 m. Certain vehicles or combinations over 3.66 m, e.g. carrying containers or heavy plant, must carry a note in the vehicle cab which states the height in

feet and inches.

30.04.96
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E-8
